



### **Trailheads, Access and Parking**

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**The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?**

- Bicycle access to the trail in this section is not safe because school buses come 3-4 times a day (mornings and afternoons)
- Even without the presence of the trail, entry/access into Weber Point can be unsafe
- Access would compromise resident privacy and safety

**What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?**

- Interpretive signs are a good idea at the trail heads
- Restrooms at each of the trail heads are desirable
- Trash cans are fine, but they need to be secured and maintained

**The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?**

- No parking should be provided or allowed at Weber Point—it's a narrow lane
- Parking on the shoulder of roads is a concern—it shouldn't be allowed
- Parking should be at Marymoor Park or on public roads
- There should be space for resident/visitor parking, but not trail user parking in this section

### **Trail Crossings, Amenities and Uses**

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**Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?**

- There is constant traffic in the area due to mixed age families—usually 2-3 cars waiting to cross
- Occasionally people from outside of the neighborhood drive too fast
- Vegetation would have to be removed to create clear sight lines for bike riders
- Cars entering the Parkway need to be stopped before the bike lane for safety
- Adequate signage and stop signs would need to be posted
- Bollards may help slow cyclist speed down
- Speed should be 10 mph or less
- 4-5 speed bumps are suggested



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**Figure 1, 2 and 3 map**

The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Bikers and other trail users need to stop for cars—cars must have right-of-way

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretative signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- Provide adequate dog waste bag “stations” along the trail

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Refer to book on Redmond's history, *Our Town Redmond*

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- Not enough room in this section for a separate horse trail
- Separate fast bikers from other trail users
- Fast bikers should stay on Parkway

### **Separating Public and Private Uses**

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Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted



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To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Leave existing trees/vegetation on both sides of trail
- Separate private beach areas from public
- Provide fencing to keep trail users out of private property
- Fencing should not block view if it's not a privacy issue with property owners
- Install automatic gates at some crossings?
- Vandalism, trespassing and resident security are concerns
- Privacy of property owners should be respected and protected

#### **Trail Alignments**

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**Under what conditions should the trail be routed off the rail bed?**

- Width of trail (12', with 4' shoulder) is a concern because of wetland areas, etc.(see map for sedimentation and culvert locations, saturated slopes, and wetlands)
- Inability to ensure adequate drainage is a reason to move trail off the rail bed
- If fast bikers are kept to Parkway, why not use softer surface for the rail bed trail?
- If trail is going to be too noisy for adjacent residents it should be moved off the rail bed

**Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.**

- The trail would be more scenic if it were located on the Parkway
- Parkway needs to be widened to accommodate the trail
- Parkway widening needs to be on opposite side of homes

#### **General Comments**

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- Why does trail have to be asphalt?
- There are no turn-arounds for larger vehicles
- How will these drainage issues be addressed in Master Plan?
- Parkway is noisy